

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently Amended) A vehicle trim panel, comprising:
a structural frame portion having an inner surface for facing a vehicle body and an outer surface opposite the inner surface; and
a plurality of flexible projections extending from the inner surface of the structural frame portion and configured to contact the vehicle body to thereby reduce buzz, squeak, and rattle (BSR) between the trim panel and the vehicle body, wherein the width of each projection is approximately 0.3 to 1.0 mm.
2. (Original) The trim panel of claim 1, the structural frame portion including an aperture for receiving a fastener and wherein at least a portion of the plurality of flexible projections are located proximate the aperture.
3. (Original) The trim panel of claim 1, wherein the structural frame portion and the flexible projections are molded together.
4. (Original) The trim panel of claim 3, wherein the structural frame portion and the flexible projections are molded from one of acrylonitrile-butadiene-styrene (ABS) or polypropylene.

5. (Currently Amended) The trim panel of claim 1, wherein the length of each projection is approximately 1.0 millimeter (mm) and the width of each projection is approximately 0.3 to 1.0 mm.
6. (Original) The trim panel of claim 1, wherein the plurality of flexible projections each have a generally cylindrical shape.
7. (Original) The trim panel of claim 6, wherein the generally cylindrical shape is generally rounded at a distal end thereof.
8. (Currently Amended) A vehicle, comprising:
- a body; and
 - a trim panel, the trim panel including a structural frame portion having an inner surface facing the body, an outer surface opposite the inner surface and a plurality of flexible projections extending from the inner surface of the structural frame portion along respective axes, the projections and configured to contact contacting the body to deflect the projections away from their respective axes and thereby reduce buzz, squeak and rattle (BSR) between the trim panel and the body.
9. (Original) The vehicle of claim 8, the structural frame portion including an aperture for receiving a fastener and wherein at least a portion of the plurality of flexible projections are located proximate the aperture.

10. (Original) The vehicle of claim 8, wherein the structural frame portion and the flexible projections are molded together.

11. (Original) The vehicle of claim 10, wherein the structural frame portion and the flexible projections are molded from one of acrylonitrile-butadiene-styrene (ABS) or polypropylene.

12. (Original) The vehicle of claim 8, wherein the length of each projection is approximately 1.0 mm and the width of each projection is approximately 0.3 to 1.0 mm.

13. (Original) The vehicle of claim 8, wherein the plurality of flexible projections each have a generally cylindrical shape.

14. (Original) The vehicle of claim 13, wherein the generally cylindrical pin shape is generally rounded at a distal end thereof.

15. (Currently Amended) A method of reducing buzz, squeak and rattle (BSR) between a trim panel and a vehicle body comprising:

positioning a plurality of flexible projections between the trim panel and the vehicle body, said projections extending along respective axes; and

absorbing vibration between the trim panel and the body panel by contacting and deflecting the projections away from their respective axes with the vehicle body.

16. (Cancelled)

17. (Original) The method of claim 15, further comprising positioning at least a portion of the plurality of flexible projections proximate an aperture in the trim panel for receiving a fastener.

18. (Original) The method of claim 15, further comprising positioning at least a portion of the plurality of flexible projections proximate a fastener in the trim panel.